



## King County

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NE  
Woodinville-Duvall Road



**King County**  
Department of Transportation

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## For More Information...

visit the project website:  
[www.metrokc.gov/kcdot/roads/projects/woodinville-duvall/](http://www.metrokc.gov/kcdot/roads/projects/woodinville-duvall/)

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Seattle, WA 98104

## Phase I Wrap-Up

The public involvement process was completed in the fall of 2003 with the conclusion of the technical studies that constituted Phase I of the NE Woodinville-Duvall Road project. Assisted by feedback from the public, county staff have winnowed the five alternatives down to two finalists: the three-lane and five-lane options. Both of these alternatives will move forward into the next phase, which is the engineering design phase. The information gained by the studies in Phase I will provide the foundation for the project's Environmental Assessment (EA), which will not occur until project funding has been secured for Phase II.

In the current Capital Improvement Plan (CIP), funding for Phase II of the NE Woodinville-Duvall Road project is slated for 2008 or later. In an effort to respond to public demands that safety and congestion issues be addressed in the near term, county staff are striving to elevate the project's priority. In the meantime, the project team is seeking funding for possible interim enhancements in the form of intersection improvements.

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NE  
Woodinville-Duvall Road



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# PROJECT HIGHLIGHTS



## Advisory Group Makes Recommendation

After investing more than 300 volunteer hours, participating in 10 meetings, and reviewing more than 200 public comments, the 12 members of the NE Woodinville-Duvall Road Community Advisory Group have made their recommendation for roadway improvements. The recommendation embodies

the group's desire for safety improvements that address mobility for all modes of travel while maintaining respect for local community character.

## Majority and Minority Alternatives

Of five alternative proposals for improving the roadway, the majority of the group (nine out of 12 members) supported the three-lane alternative, which would add a center turn lane to the existing two-lane road. The members believe this alternative will best meet the community's current needs while maintaining the area's unique and irreplaceable qualities. They cited the following advantages to this proposal:

- It provides the safest roadway for motorized and non-motorized traffic.
- It is favored by a majority of the public.
- It preserves the area's rural character.
- It would involve fewer impacts to natural and man-made environments.
- It addresses traffic congestion.

A minority (three out of 12 members) supported the five-lane alternative, which would add a center turn lane and two additional through lanes, one in each direction. The members who supported it felt this alternative would provide the

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**“It is imperative that the hazardous and congested situation on NE Woodinville-Duvall Road be addressed. It is mandatory that King County develop a long-term solution that maintains the unique character of the area.”**

— Excerpt from the NE Woodinville-Duvall Road Community Advisory Group's Recommendation

## Community Response to Open House II

Close to a hundred community stakeholders turned out for the NE Woodinville-Duvall Road project open house on September 25, 2003. At this second open house for the project, King County staff continued to collect public feedback regarding the five proposed alternatives and various issues under consideration. Response to the meeting notices also included an additional 30 written comments as well as a petition from residents of Lake Leota and other areas supporting the three-lane alternative. Comments collected on easel pads, sticky notes, and comment forms as well as by phone, mail, and e-mail confirm that a majority of residents support the three-lane alternative, with the five-lane alternative coming in second.



### Two Alternatives Remain

Advocates for the three-lane alternative want to protect the area’s rural character and natural environment, and believe the five-lane alternative will only draw more traffic. Five-lane advocates believe that two additional lanes will address both current and future safety and congestion issues, making this alternative the most efficient investment. A minority of those commenting expressed interest in the no-build or intersection-only improvements, which they believe would minimize impacts and address what they consider to be minimal existing problems.

**We have attended both of the community open houses regarding the project. They have been very informative and we appreciate the opportunity to provide input.”**

— Comment received at the open house

### Safety is the Priority

Many expressed a desire for a separated path to provide a safe, continual route for pedestrians and bicyclists. A sidewalk might be separated from car traffic by a planting strip or ditch, which would also reduce the impact of traffic on property owners. Residents are also interested in different treatments along the roadway; all want good pedestrian access and North-South crossings in areas with high pedestrian use.

### Advisory Group Makes Recommendation — *continued from preceding page*

greatest service to the community for the longest period of time. Its advantages are:

- It addresses traffic congestion.
- It would provide a longer-term solution and avoid widening the road a second time in the future.
- It would be the most cost-effective alternative in the long run.
- It would make side streets safer by keeping through traffic on the main road.
- Its shoulder treatments and landscaping amenities make it an attractive option.

### Non-Motorized Improvements

The Community Advisory Group said it would like the project to include facilities for non-motorized uses, such as bicycling and walking, in order to best serve the needs of local neighborhoods. Examples of such facilities would be sidewalks in areas with high pedestrian use, or a separated path in areas that can accommodate the taking of additional right-of-way. The group suggests working closely with roadway neighbors to develop a comprehensive design for non-motorized use that varies in response to the roadway, the environment, and adjacent land uses. More information about nonmotorized facilities is available on the project Web site (see address below).

The entire recommendation is available online at [www.metrokc.gov/kcdot/roads/projects/woodinville-duvall/](http://www.metrokc.gov/kcdot/roads/projects/woodinville-duvall/).

## The Results are In!

In preparation for the project’s Environmental Assessment phase, a series of studies evaluating each alternative and its potential impact on the environment has been completed. Each alternative has also been evaluated using criteria chosen with the help of the Community Advisory Group. Here are some highlights of the technical analysis:

### No-Build Alternative

There would be no non-motorized improvements, and side roads would see an increase in traffic. No trees would be removed, no additional impervious surface (paving) would be added, and wetlands would not be impacted, but runoff would remain untreated. Overall operations would remain the same.

### Three-Lane Alternative

Safety would improve the most. Wetland impacts and right-of-way acquisition would be comparable to the four- and five-lane alternatives, but right-of-way acquisition could be reduced in some areas depending on the non-motorized treatments and drainage facilities used. Added impervious area would be less than half that of the five-lane alternative. Air quality would remain excellent, while noise levels would rate below average. This is the alternative most favored by the general public, and would cost \$1.7 million dollars less than the five-lane alternative.

### Four-Lane Alternative

Received the least public support, would provide the least safety, and would have the second-highest cost. Traffic on side roads would be greatly reduced, but tree removal and impact on cultural, historical, and recreational resources would be high. Comparable to the five-lane alternative with regard to wetland impacts and added impervious space, and equivalent to the three-lane alternative in stream impacts.

### Five-Lane Alternative

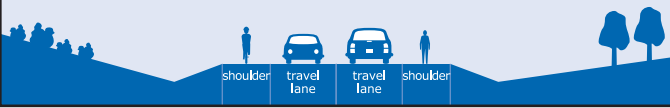
This alternative would have the most impact on wetland and streams, but would also greatly improve safety and road capacity and bring the most relief to congestion on side roads. It would require the most right-of-way acquisition and would be the most costly alternative to build. Air quality would remain above average while noise levels would rank poorly and be comparable to the four-lane option. Overall operations would see the greatest benefit with this alternative.

### Intersection Improvement Alternative

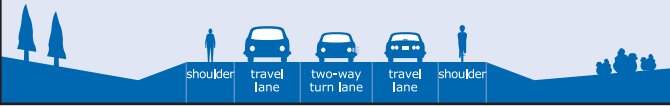
Ranks among the highest for air quality and would have the lowest cost. Environmental impacts would be low, but the road’s capacity would not be improved. Would require the least right-of-way acreage, less than one-tenth of that required for the five-lane alternative. Noise would be comparable to the no-build alternative. Side road performance would be below average, safety would remain average, while overall operations would be below average.

## The Alternatives:

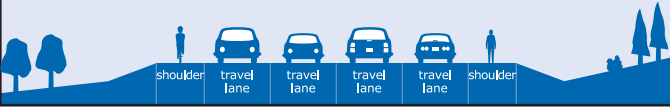
### NO-BUILD ALTERNATIVE



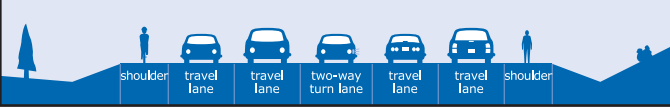
### THREE-LANE ALTERNATIVE



### FOUR-LANE ALTERNATIVE



### FIVE-LANE ALTERNATIVE



### INTERSECTION IMPROVEMENT ALTERNATIVE

